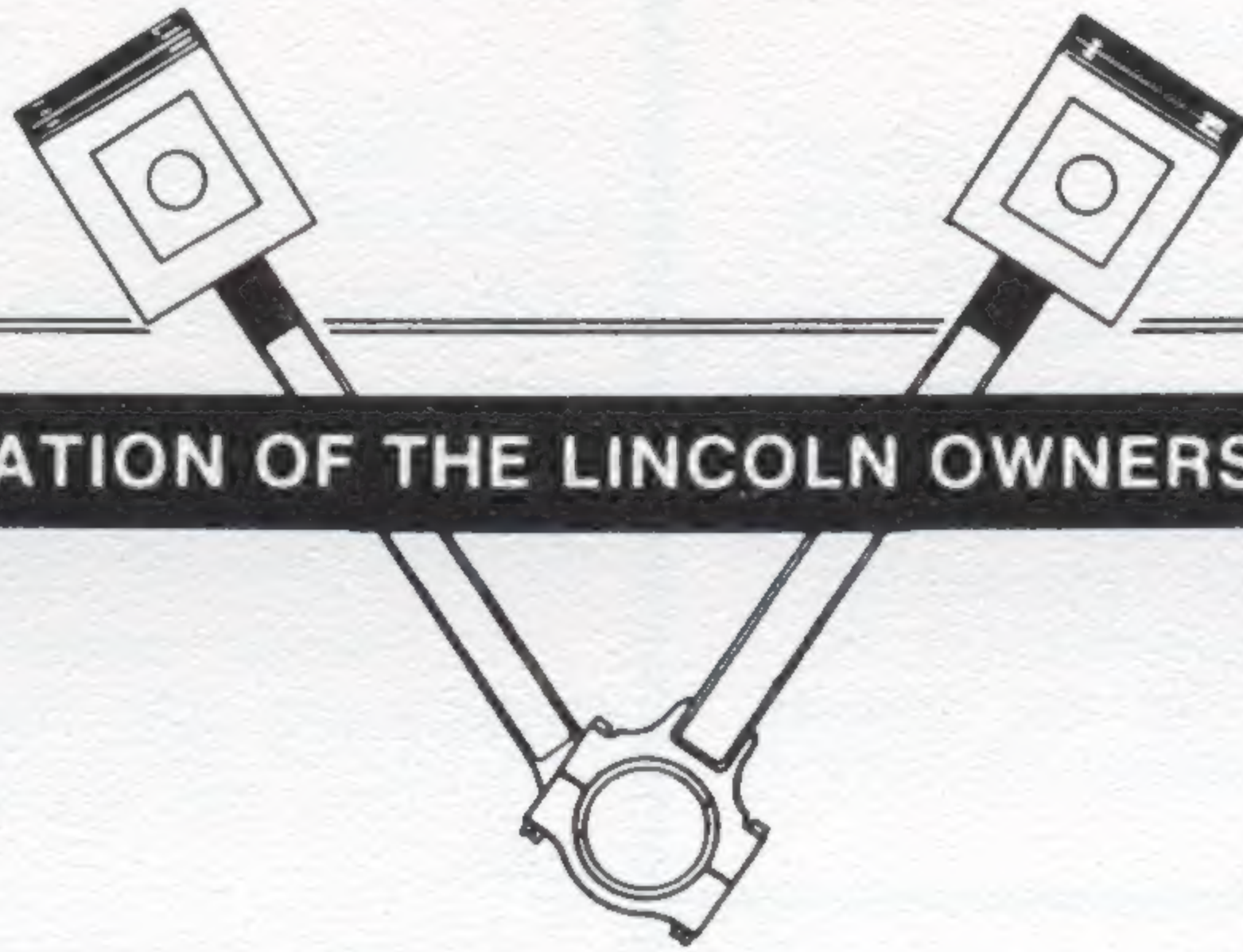


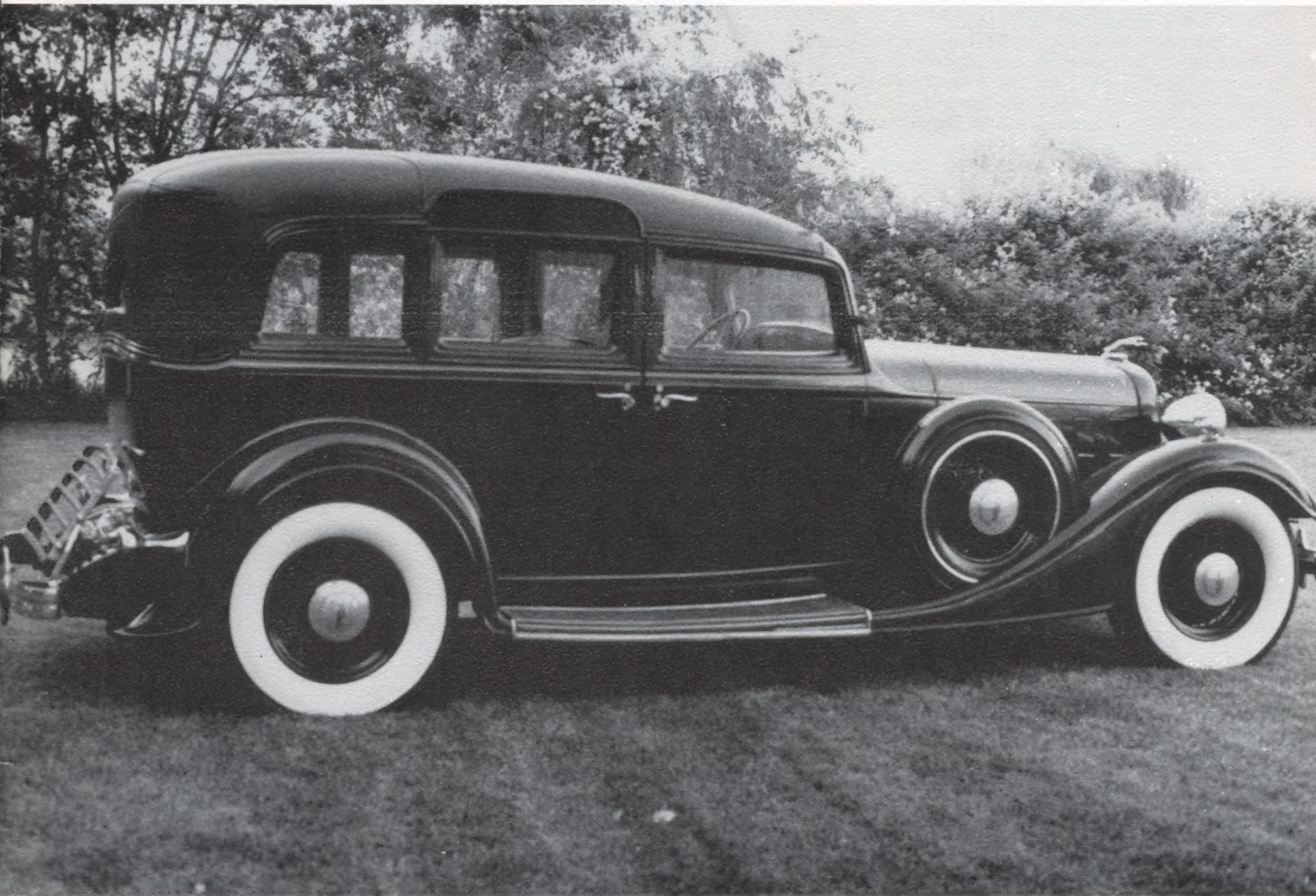
The FORK *and* BLADE



THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

JULY - AUGUST 1978

Volume 17 Number 4



*** 1934 LIMO ***

The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

TECHNICAL ADVISERS

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215/234-4456

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PETER HUBBELL
5670 Commerce Road, West Bloomfield, MI
313/681-4372 48033

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00
5. Dues for active members shall be \$10.00 per year.
6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.
7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

BOARD OF MANAGERS

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914 Longstreet Dr., Brentwood, Tenn. 37027
615-790-3799

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CLUB PROJECTS

1. 1924-1930 Lincoln Service Bulletins \$ 30.00
2. 1931-1935 Lincoln Service Bulletins 25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins . . . 5.00
4. L Lincoln Shop Manual 20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) . . . 5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) . . 5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Ill. 60102

NOTE FROM THE EDITOR

In the March-April issue of the Fork & Blade we showed a fascinating car on the front cover and an article about it on pages 4 and 5. This article and photos were submitted by a Lincoln Owners Club member. It is an interesting, well written article and the photos are good. However, the editor has received information that indicates that the restoration and article may be based more on fancy than on fact.

Rather than publishing his rather lengthy article of explanation, the editor has decided to print the accompanying letter and photos.

June 5, 1978

Mr. Ken Pearson, Editor
The Fork and Blade
Box 189
Algonquin, Ill. 60102

Dear Ken;

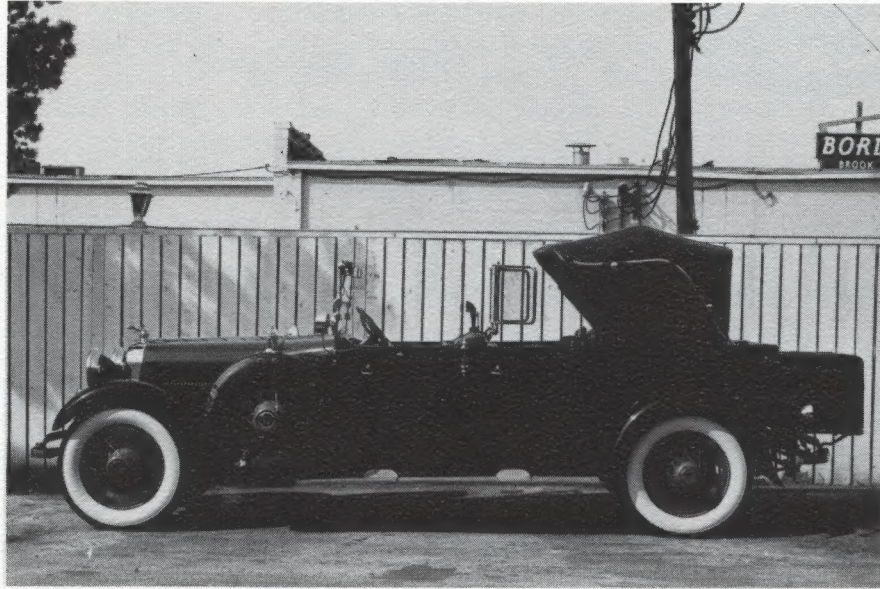
It is unfortunate that I didn't draft this article which I'm enclosing, for the March-April magazine, rather than having hastily mailed you the brochure copy which we had done for a general public pamphlet. I kept noticing appeals for stories on Lincolns, and being publishers, we understand and appreciate an editor's responsibilities. Squeezed between our African and Mexican trips, Daisy and I decided to at least rush off some material drafted for the Museum, not stopping to think that the Fork and Blade readership would naturally accept only authenticated copy.

When you read my enclosed article on "The Latest about Napoleon", you'll understand why the briefed copy for general public consumption seemed, to a connoisseur to imply facts contrary to what club members knew, and you'll understand the logic behind what we did to restore the car. I only regret that you, Ken, and doubtless others may have misjudged our motives. There is no reason to be secretive about what we've done to this fine classic. In fact we are very proud of having saved it. We simply were pressed for time, wanted to cooperate, and sent already drafted copy rather than drafting the details, and I assure you of my regrets. (Do you still want me to do a story on the Murphy Brass Pheaton?)

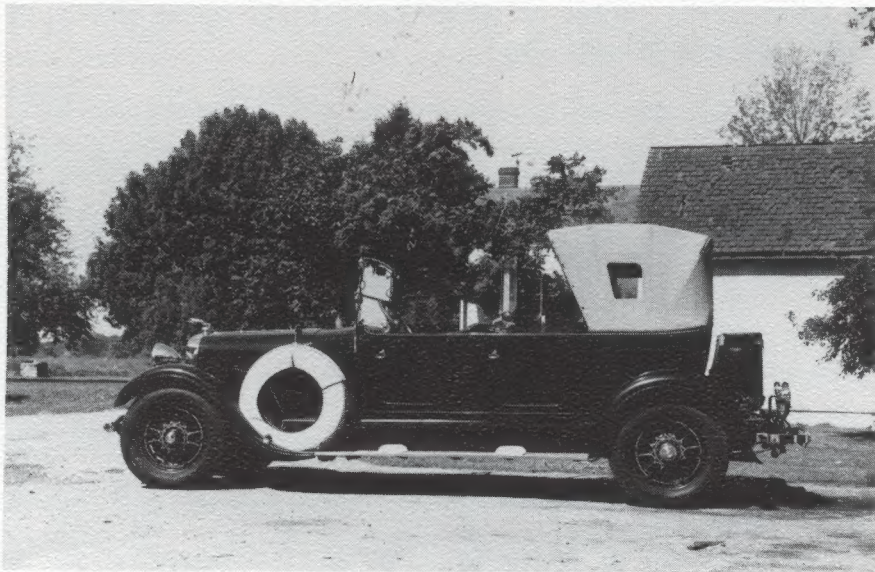
I am very sincerely yours in cherished friendship,



[Handwritten signature]
2



Model 150B as it was when acquired by the Osborns.



Model 150B after the Restoration



HARRAH'S AUTOMOBILE COLLECTION

RESEARCH & RESTORATION

by

Dean Batchelor

Once a car is acquired by Harrah's Automobile Collection (and it can be by outright purchase, trade or donation), the first order of business is to do a "verification of year" report. There is no way to do an authentic restoration if the year of manufacture is not known.

The procedure at H.A.C. is to assign a number to the newly-acquired car, and then to photograph it front, rear and both sides. One of the three researchers is then assigned to the car. He is responsible for authenticating the car, and will use any and all of the considerable research library facilities to do this, including factory manuals, brochures and advertisements, magazines and books of the period, NADA, Chilton, Branham's, or anything else he can find.

Cross-checking is done with more recent features in auto publications, from all over the world, existing cars of similar make and model, and by contacting recognized "experts" on the make. I have used quotes on the word experts here deliberately, because experience has proven that too many of the self-appointed experts are relying on a less than perfect memory. But then, too, some of them really do know their chosen subject and can be relied on.

The research manual prepared by the researcher will tell what's right about the car, what's wrong, and what's missing. It will also include recommendations for substitutions of material, if the original is unobtainable, and when completed the manual will be submitted to the head of the research department, the Director and General Manager and Mr. Harrah, for approval. Once they have "signed it off", the manual is the only reference for the mechanic who will be assigned the responsibility for the restoration.

Priority for cars to be restored is established by the Director and General Manager and Mr. Harrah. If the recently acquired car is low on the priority list, it is put into a warehouse to wait its turn. If it is high on the list, a mechanic is assigned to the car. He will dismantle it and the researcher assigned to the car will photograph it as it comes apart, adding these photos to the restoration manual he has prepared for the car.

Harrah's Research - (continued)

The mechanic in charge of restoring the car will go completely by this manual -- he does not do the research nor use the library (can you imagine the chaos if all the mechanics were to go to the library everytime they ran into a problem?) If the mechanic gets stuck, or some information in the manual needs further clarification or expansion, he works with the researcher who, in the end, is responsible for the authenticity of the restoration.

Once the mechanic has disassembled the car, the body and fenders go to the sheet metal shop, any wood in the car will go to the wood shop, and the frame will be sand-blasted before any straightening or repairs are made.

Harrah's Automobile Collection has facilities on the premises for almost anything but casting (although they have, on occasion, made the patterns), cam grinding and babbitt pouring.

The mechanic will start rebuilding the engine, transmission, axles and steering, while the plating shop is applying brass, nickel, chrome or cadmium plating as per instructions in the restoration manual. The resident wheelwright will be trueing or completely rebuilding the wheels and mounting new tires.

When the frame and running gear are ready, they will be painted and the mechanic will start assembly. Once the chassis is together again, if shop logistics are right, the sheet metal work will be complete and the body can be mounted on the frame.

Restoration procedures vary for different cars, but usually at this point, the painters will be finishing all the body, hood and fenders. At the proper time, the car will be put into the upholstery/top shop and at this point it really starts to look like a car again.

Great effort is made at Harrah's Automobile Collection to finish a car in original colors and upholstery materials that are as close as possible to what was available on that make and model when new.

A car may or may not be finished in the colors it has when purchased. Using literature of the period, a color scheme is selected that will look good on the car and one that was offered the original buyer of the car.

Harrah's Research - (continued)

Paints, for the most part, are acrylic enamel or lacquer because the older types are not available in sufficient quantity or colors, and upholstery and top fabrics are close duplicates of the original. Generally, only leather can really be duplicated, and even then sometimes color or texture is a problem.

When the restoration is completed to the satisfaction of the mechanic and researcher assigned to the car, the mechanic will drive it, putting as many miles on it as necessary to make certain everything works properly; no clutch chatter, no pulling brakes, no excess exhaust smoke, all instruments working accurately (speedometers and tachometers are rebuilt and calibrated by the H.A.C. instrument specialist), all doors and other compartment openings and lids opening and closing correctly, etc.

When the mechanic is satisfied, he notifies the Shop Supervisor who (usually with the Director & General Manager) tests it himself. If the supervisor finds something amiss, it goes back to the mechanic to be corrected. If it seems okay, the car gets its final test: Mr. Harrah takes it out on the road.

At this point it should be right, but when one is working with mechanical contrivances up to 86 years old, as they are at H.A.C., and some of which were not all that good when new, strange things can happen.

No restored car at Harrah's can go on display until Mr. Harrah has approved it, which means that not only everything on the car works as it was supposed to when new, but performance must match the manufacturer's advertised figures. Manufacturers' figures being, more often than not, exaggerated, it sometimes proves difficult to match original claims. Fortunately, we have better gasoline and oil today, so current technology is on the side of the restorer.

Deviations from original that are permitted at H.A.C. are new type brake fluids for hydraulic systems, new tires and batteries, and paints. A deviation that is required is safety glass -- partly because the cars are licensed for the road, and partly because the cars are sometimes driven in parades and old car tours. Even driving in such controlled situations, there is always the possibility of an accident.

Contrary to some opinion, there are no restoration secrets known only to Harrah's mechanics. The secret, if there is one, is thorough research and extreme attention to detail.

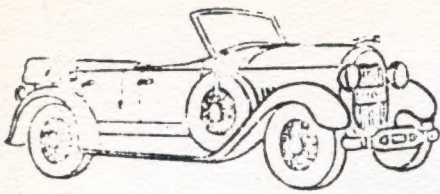
Harrah's Research - (continued)

The metal men, wood workers, mechanics, platers, machinists, painters, instrument man, engraver and upholsterers all are good, very good, at their jobs. But there are competent restorers all over the world. What many of these otherwise excellent craftsmen lack is the research facilities at Harrah's Automobile Collection.

And the driving force behind it all is William Fisk Harrah -- a man who demands excellence in those who work for him, just as he does in himself. He is not satisfied with halfway measures or results and the cars being restored at H.A.C. reflect his philosophy.



"Wait a minute—Let's keep our cool and do th' right thing—
LET'S THINK UP A LIE THAT WE CAN ALL LIVE WITH!!"



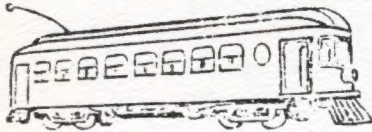
DONALD WEESNER

2296 West Lake of the Isles Boulevard, Minneapolis 5, Minnesota

HISTORY OF MY 1928 LINCOLN SPORT PHAETON



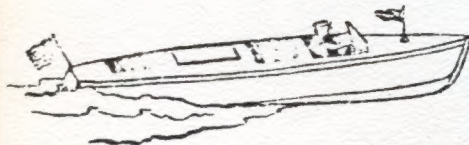
I have been asked many times about the history of my Lincoln car, so I hope this brief history of my car that has been in one family for 50 years will be of some interest.



On July 29th, 1928, President Coolidge came to Cannon Falls, Minnesota, to dedicate a statue of Col. William Colville who commanded the First Minnesota Regiment in the Civil War. (Last year they had a rededication of Pres. Coolidge's trip there.) Following his trip to Cannon Falls, in August of 1928, President Coolidge spent the month of August at the summer White House on the Brule River in Northern Wisconsin; and, aside from an occasional side trip to Duluth, he spent a good deal of his time fishing the Brule River.



I have several pictures of President Coolidge riding down Superior Street in one or two of the parades that were held in Duluth. Also, I have one picture of President and Mrs. Coolidge and son John in the car in the railroad yard in Duluth when they alighted from the train.



When President Coolidge returned to Washington at the end of August, the Ford Motor Company brought the Phaeton and several closed cars, which they had loaned to him for use by the staff and press, back to St. Paul where they offered these cars for sale.



Having had Lincolns in the family since our first Leland-built 1921 opera coupe, the Lincoln salesman brought the Phaeton up to our summer home to see if we would be interested in purchasing the car. My father said, if I would take care of it, he would buy it for me. Today it still has the original body paint; however, the fenders were touched up from time to time when there were more gravel roads.



HISTORY OF MY 1928 LINCOLN SPORT PHAETON
(continued)

The car was purchased September 5, 1928, and had about 900 miles on the speedometer. Today it has over 76,000 miles and has been in 38 states as well as Quebec and Montreal.

What we did not know then but we do know now is that we traded our 15-year old, seven passenger Stevens-Dureya touring car which would be a fine car to have now.

FURTHER INFORMATION:

Our loyalty to Ford products is shown by the following cars we are still driving:

1932 K B Lincoln V-12 Convertible
Coupe

1963 Lincoln Continental--4 Door

1966 Fairlane--4 Door Sedan

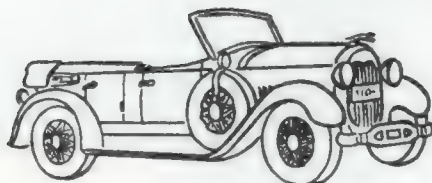
1967 Fairlane Station Wagon

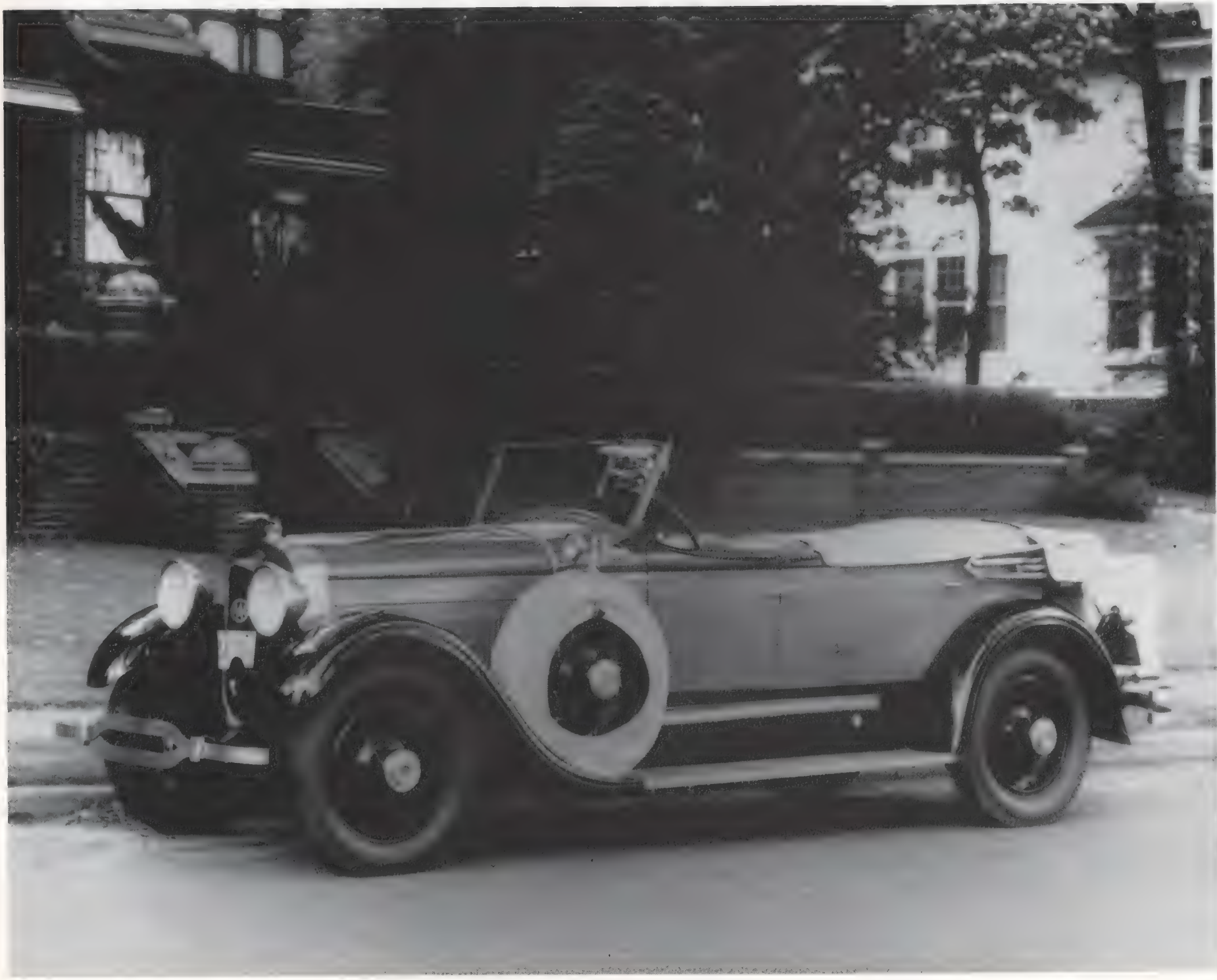
1974 Ranchero

1974 L.T.D. Station Wagon

1977 Granada--4 Door

DONALD WEESNER
Minneapolis

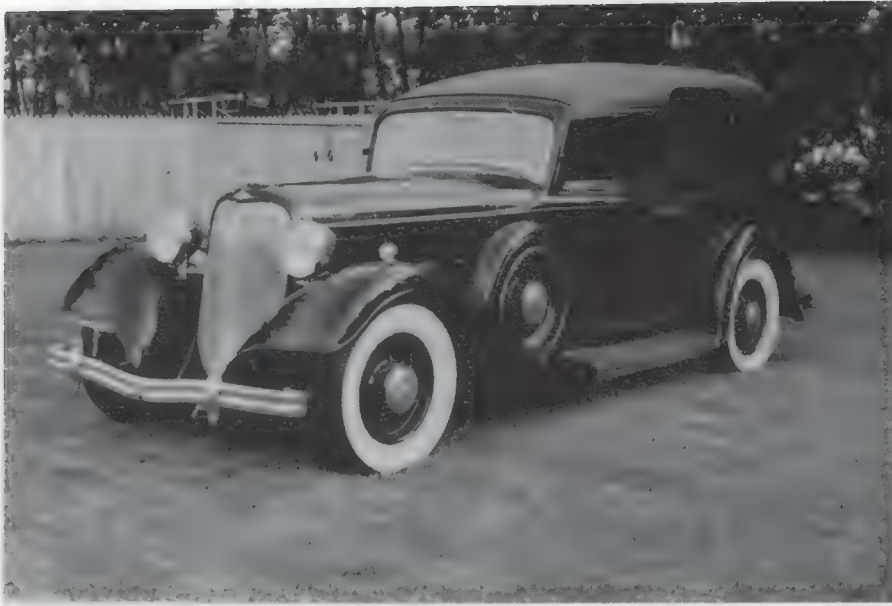




1928 Sport Phaeton (Weesner's Lincoln)

"PARK SLOPE" - "PRESTO"

by Nate Gerstein



We recently found this beauty in a garage in the Park Slope section of Brooklyn, New York. This 1934 KA Formal Limousine, type 527B, has a Murray Body #1-096 with a serial number of KA-2938.

The unique feature of the body is the custom roof line and rear door extensions in the roof.

The original owner obviously did not like to remove his hat when entering or exiting her. The clock shows 45,000 miles and the body had absolutely no rust or rot. Although a few pieces are missing, the car is 99% complete.

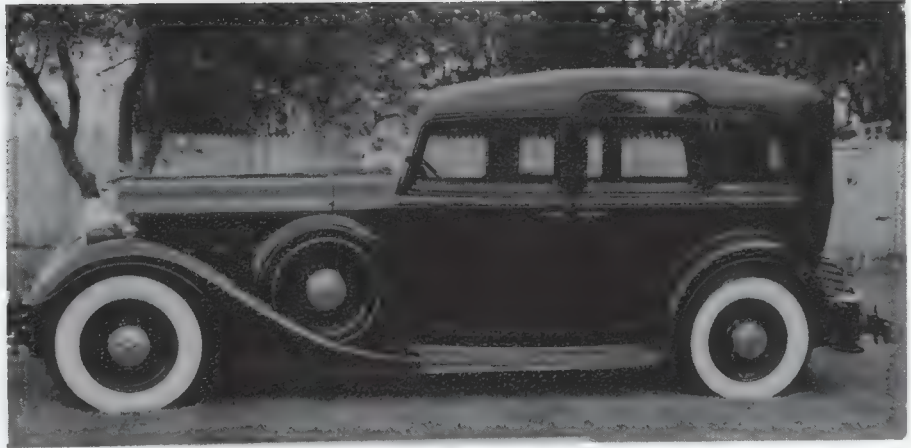
We drove it across Brooklyn to our shop where we did a down to metal lacquer job. We took off the huge blackwall truck tires and replaced them with new Lesters, new pin stripes and a muffler, thenpresto; another Classic Lincoln is back on the road.

Anyone for
a wedding?

1934 KA Formal
Limousine



" THE PROUD BEAUTY "



"Her Interior"

and "HER REAR VIEW"



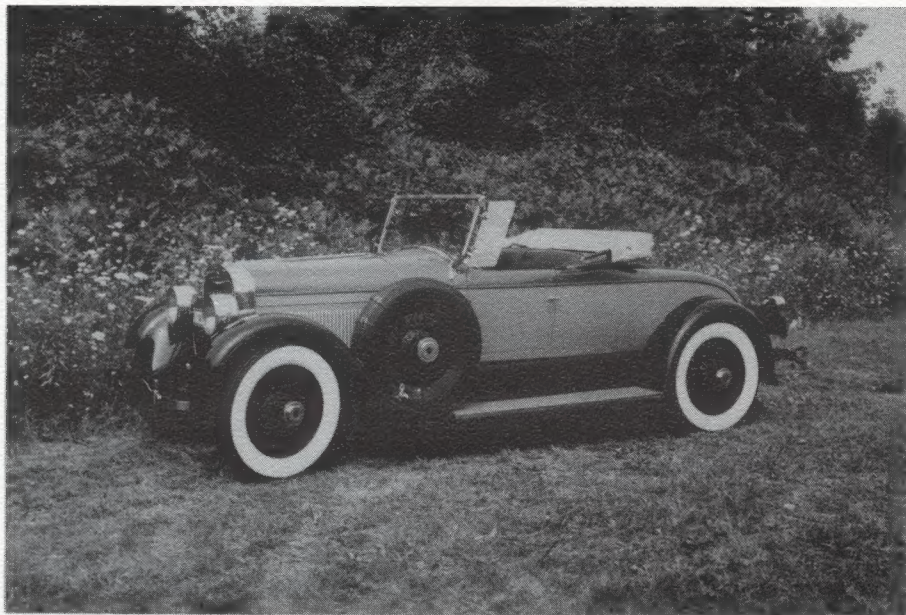


A row of Lincolns extending all the way into the Garage
(from the Henkel story of the last issue of the Fork and Blade)



Mike McManus' salvage yard as of March 1969.

It is gone now and so are all the parts - where did they go?
Only the people in So. California know.



THE TALE OF A LUCKY DOG

I am a grey hound and I travel on the radiator of a 1926 Lincoln roadster. (Guess whose?) This past summer, I have seen more of our beautiful country than I did in my previous 40 years of existence! Since April 14th, I have traveled over 12,600 miles, been in Canada and Mexico, as far east as Buffalo, New York and all the way to the west coast.

I have quite a tale to tell. It's about a run of 5,551 miles I made out to California and back. My

master and his wife, Ken and Louise went along for the ride.

We started Saturday morning, September 16th, and traveled west via Route I-80 and 30. When I was just a pup, they had an expression "go like 60" and we really did. Our first day we made 483 miles to Omaha, Nebraska.

One morning after an early breakfast, we had driven about 30 miles out of Cheyenne, Wyoming to the top of a mountain when it started to drizzle a cold blowing rain. Ken and Louise decided to put on the side curtains and Ken's fingers got so cold he could hardly snap the fastners. My nose was pretty cold too. Those curtains stayed on until the next morning's breakfast stop in Salt Lake City, Utah. That was the only time they were used on the whole trip.

Our fourth night's stop was in Winnemucca, Nevada where Ken put some packing in my water pump. He does take good care of me. In the morning, we drove on to Reno where, after checking in at a motel and doing a little sight-seeing around town, we drove out to see Mr. Harrah's collection of cars. I have some puppyhood friends there.

Continuing on our way, we drove thru Carson City, Lake Tahoe, Sacramento, Oakland, San Francisco and on into San Jose for the night. In the morning we stopped for a visit with Jack Passey, a Lincoln buff, and his family. His Vintage Auto Center houses quite a nice collection of Lincolns and other fine machines. Here Ken rotated my tires because by now I had rolled them over 9,000 miles since spring. In San Jose, we also spent a couple of hours touring the Winchester Mansion. That's really an odd-ball house.

From here we went to Monterey, and took the drive along the Monterey Peninsula and down the coast on scenic Route 1. I can still feel the imprint of Louise's fingers on my door as we clung to the cliffs over the ocean many feet below.

We didn't get to tour San Simeon because they were sold out for two days ahead. On our way, we took a side trip to visit Solvang and Mission Inez. Solvang is a completely Danish town set in the hills about 100 miles north of Los Angeles.

After driving 2730 miles we arrived at Disneyland Hotel, the starting point of the Glidden Tour, which was our purpose in making the trip. Monday, September 25th, was set aside for registration, safety check, the Ladies Get Acquainted Tea and the kick-off banquet.

On Tuesday we toured the Briggs Cunningham Museum, Knott's Berry Farm and Movieland Wax Museum.

Our Wednesday trek took us south thru Camp Pendleton, our largest Marine Corps Base, to the Mission San Luis Rey for a visit, past Torrey Pines State Park where the grotesque shapes of the trees and the mountain terrain are quite spectacular, and on to the Bahia Hotel in San Diego which was to be our home for the next two nights.

Thursday we visited the Cabrille National Monument which commemorates the discovery of the coast of California. It was the 425th anniversary of this discovery on the day we visited the monument. The view from here of the ocean, San Diego Bay with some of the fleet at anchor, islands and the foothills that surround San Diego is really great. We passed thru the U.S. Naval Training Center and headed to Tijuana, Mexico. We were met by a group of Mexican motorcycle police and, after a welcome speech by the mayor's representative, were escorted to the center of town where the cars were parked under guard while our owners shopped and lunched at the Fronton Palace, scene of the Jai-Alai games. The dogs down here don't look any different, but they are so smart that they bark in Mexican and English both. **The escort** returned us to the International Border and we returned to San Diego.

A cocktail party was held in the evening (for people only) on board the "Bahia Belle", a paddle wheeler that cruised around the bay while the guests danced to an excellent orchestra.

On Friday we headed back north, stopping at Sun City for lunch, driving thru March Air Force Base and arriving at Riverside where we stayed at the Mission Inn, the site of the Awards Banquet and dancing afterwards.

I must blow my own horn a bit to mention the awards I received on the tour. They were one for the best restored Lincoln and one for the oldest Lincoln. Incidentally, I was the only Lincoln of 4 registered to complete the tour and qualify for an award. I also received the award for the most desirable car (1922 thru 1929) chosen by vote of the tour participants.

Saturday, before returning to the Disneyland Hotel, we visited Ben Snider's Model T Ford Collection in Riverside. Ben is presently restoring Model T No.220 built in December 1908 (2 pedal) and is also owner of the flying Model T featured in the Disney movie.

One of the greatest Glidden Tours was too soon over, but I had a breathing spell before heading home. The National AACA Fall Meet (Western Division) was to be held in Lancaster, California on October 14th and 15th. Ken and Louise thought it would be fun to attend as long as we were all in California. However, Ken had some business meetings to attend, so they flew back to Illinois for a few days, while I stayed with some of my new California friends.

The day of the meet was beautiful with the sun shining, temperature about 80 degrees and a nice breeze blowing. The Pearsons were back again, and I was glad. I was the only out of state entry that I know of. I was fortunate to receive the senior award in my class, which really topped off a terrific trip.

The next morning, after a buffet breakfast, a tour thru a nearby goldmine was arranged. It was so interesting to Ken and Louise that I couldn't get them to head for home until after lunch.

We went home on Route 66 which we had been told was very monotonous and could be very hot. We didn't find it that way at all. Not being used to the desert, we found it quite fascinating. The varieties of plants, colors and rock formations are constantly changing. The weather was also perfect. It would be quite cool early in the morning (25 to 30 degrees) and then warm up to about 75 during the day.

You'd think by now these Pearson's would have had enough driving for a while, but they managed to steer me into a couple of side trips. One was to a huge meteor crater in Arizona; the other was Old Town Albuquerque.

In Missouri, we drove a little south into the Ozarks to see the Shepard of the Hills country and Silver Dollar City where they have a folk craft festival every year in October.

Our last day of the trip covered 563 miles. When we got a couple of hundred miles from home, Ken just couldn't get me to turn into a motel. One's own kennel is always best, even tho the whole trip was one we'll never forget. We met many wonderful people, saw some great cars and had a real ball.

Submitted by
Louise Pearson
on behalf of the
"family pet"
1967

WE HAVE JUST LEARNED THAT BILL HARRAH PASSED
AWAY ON JULY 2nd. WE WILL MISS HIM. HE WAS
A GOOD FRIEND AND HELPFUL IN SO MANY WAYS.
A GREAT SUPPORTER OF OUR HOBBY, A MAN OF UN-
QUESTIONED INTEGRITY.

HEAVY TRAFFIC

FOR SALE

For '36 Lincoln K; R.F. fender; L.F. fender; hood assembly, 4 pieces; left rear fender; trunk lid; radiator shroud; four hubcaps (no madalions) left running board; dash panel. William E. Hood, Jr., 1521 Berryman Ave., Bethel Park, Pa. 15102. Telephone

Carburetor down draft conversion for Lincoln Model "L", dual Winfields SR. \$100.00 for pair unit. Edward F. Kelley, P.O. Box 61, Woodbridge, Va. 22194. 703-670-5492.

Lincoln "K" Reporductions, 1932-1939. Hood Center Hinge Strip, Chrome plated brass, \$35.00. Rubber hood corners and anti-rattle, set of 4, \$100.00. Clip to hold License plate bottom and bolt, \$8.00 each. Fire-wall serial number plate, \$6.00 each. Cigar lighter knob, for '34, '35, '36 only, \$30.00 each. These parts are extras that I had made for my restorations and can't afford to advertize again. Del Beyer, 5646 Pleasant Hill Rd., Hartford, Wi. 53027. 414-673-2571.

1921-22 Lincoln Motor Cars, Leland Built catalog. \$85.00. Charles LeMaitre, The Cutler Paige House-1810, Hardwick, Mass. 10137.

WANTED

For 1936 K, headlights, all but shells. Will trade or buy. W.E. Hood, 1521 Berryman Ave., Bethel Park, Pa. 15102.

For 1932: Luggage rack, fender parking lites, V-8 engine, wheels, folding front seats, temperature gauge. KB, any condition or body style. Need Fork and Blade, all 1976 plus roster; Jan-Feb 1972, Jan-Feb and Mar-Apr 1969; all 1968 and previous. Have duplicates for all 1970 thru 1977 to sell or trade. Jim Griffin, Rt. 2, Box 326, Minocqua, Wi. 54548. 715-356-3039.

EDITORS NOTES

We failed to identify the cover picture on the last issue of the Fork and Blade. "The Sparkling Mascot" on the cover of the May-June issue belongs to the Henkels and was one of the many pictures sent by them. We appreciate the use of these pictures and may use others by them in future issues.

Please print or type all ads for Heavy Traffic and mail to Lincoln Owners Club, P.O. Box 189, Algonquin, Ill. 60102.

PLEASE SEND YOUR LINCOLN STORIES